

## Aviation Noise Working Group Facilitator's Meeting Summary

August 10, 2020; 5:30 pm – 7:30 pm

VIA ZOOM VIDEO CONFERENCE

Participant	Interest Represented
Eric Zimmerman	Normandy Park
Susan Cezar	Des Moines
Mark Hoppen	Normandy Park
Erica Post	Tukwila
Scott Ingham	Delta Air Lines
Scott Kennedy	Alaska Airlines
Justin Biassou	FAA
Marco Milanese	Port of Seattle
Arlyn Purcell	Port of Seattle
Tom Fagerstrom	Port of Seattle
Stan Shepherd	Port of Seattle
Vince Mestre	Consultant

**Additional Participants:** Eric Weiss, Port of Seattle; Jeffrey Brown, Port of Seattle; Clare Gallagher, Port of Seattle

**Facilitator:** Phyllis Shulman, Civic Alchemy

**Note Taker:** Adam Ellner

### Meeting Objectives:

To provide an update on the Late-Night Noise Limitation Program 2<sup>nd</sup> Quarter Results. To discuss the noise comment monthly reporting system. To review supersonic aircraft and proposed noise level standards and the Port's letter. To discuss current and projected trends in air traffic.

### Meeting Summary

#### Late Night Noise Limitation Program 2<sup>nd</sup> Quarter 2020 Results

*Tom Fagerstrom, Port of Seattle*

Fagerstrom provided an update on the Late-Night Noise Limitation Programs' second Quarter Results. Highlights of the results included:

- Passenger operations were down
- EVA Air has moved to the air carrier with the 3<sup>rd</sup> most last-night exceedances, down from the first

- FedEx Express had the most exceedances
- Air Transport International (Amazon's Prime Air) greatly increased their late-night operations
- Passenger carriers have begun to return during the late-night hours in limited numbers

Overall, he noted that there was an increase in cargo operations as well as passenger aircraft carrying cargo only and that will likely be a trend that continues into the third quarter. Fagerstrom also noted that, due to the Runway Use Program, the number of landings on the third runway has dropped dramatically in the late-night hours with approximately one landing every three nights between March through July.

#### Finalized PlaneNoise Comment Monthly Reporting

*Tom Fagerstrom, Port of Seattle*

Fagerstrom provided an overview of the latest PlaneNoise comment monthly reporting. He stated that based on feedback from the Working Group the reporting now includes complaints by city and not only by zip codes. He noted that there was an increase in noise comments in May and June as operations began to grow from their COVID-impacted record low in April. The monthly reports are close to being ready to post on the Port's website. During discussion it was recommended that a list of actions the Port is taking to address aviation noise complaints be added to the website. Justin Biassou, FAA, shared that the FAA is undertaking a noise comment initiative to allow the public to comment online regarding aviation noise. Monthly noise comment totals and trends, by city, for May and June are attached as Appendix A.

#### Supersonic Aircraft & Proposed Noise Level Standards

*Vince Mestre, Consultant; Stan Shepherd, Port of Seattle*

Mestre presented information related to proposed noise level standards for supersonic aircraft. Information included:

- Before the sale of aircraft, testing must show compliance with noise level standards
- Supersonic overflight of land is prohibited by FAA regulation
- An FAA proposed rule applies a less stringent requirement for supersonic aircraft than current law requires for subsonic aircraft
- New supersonic aircraft may not comply with current noise level standards
- Currently, there are separate supersonic aircraft development programs underway: Boom and Aerion represent the two different approaches.
- Any new rules would need to be standardized by the International Civil Aviation Organization (ICAO) and the aircraft would be subject to the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

The Working Group was provided a copy of a letter sent to the FAA from SEA Airport Managing Director Lance Lyttle stating opposition to the less stringent requirements.

#### SEA 2020 Air Traffic Activity

*Eric Weiss, Port of Seattle*

Weiss updated the Working Group on statistics related to SEA operations from January through early July of 2020. Overall, there was a dramatic drop in operations beginning in March. As airlines developed COVID protocols, operations began to ramp up starting in May. TSA checkpoints have experienced peak days of almost 20,000 departing passengers and an average day of 16,000 to 18,000 passengers. SEA is

starting to see international carriers returning, though with reduced schedules. Air carriers traveling through SEA were averaging 15% capacity in April and 54% capacity in June. Weiss shared the data referenced in Appendix B.

A Working Group member inquired as to whether data is being correlated between increase of passenger volumes and increase of COVID -19 cases in South King County. Port staff said they would investigate how data is being tracked by the county health department.

#### 2020 Domestic/Intl Air Traffic Activity

*Vince Mestre, Consultant*

Mestre stated that fleet changes continue to occur due to the impacts of COVID-19 and that some airlines are moving to newer, more efficient, quieter aircraft. He noted that there could be significant noise benefits if airlines replaced 777s with 787s and A350s. In general, the aircraft that are being parked tend to be the noisier ones. When the 737 MAX is back in service there could be some additional noise benefits. Scott Ingham, Delta Air Lines, noted that Delta has retired its MD 80/88 fleet and has announced the retirement of 777s. Scott Kennedy, Alaska Airlines, stated that no long-term decision on the use of the Airbus has occurred. There are no current plans to remove any aircraft from the fleet.

#### Discussion of Next Steps

*Working Group Participants*

Working Group participants engaged in discussion about what issues they want to focus on in the coming months given the uncertainties due to COVID-19. Ideas included:

- Impacts of air cargo flights on late-night noise and increasing the focus on communications with air cargo carriers
- Working with the FAA to consider procedure changes regarding diversion patterns to the west by prop planes
- Continue to try to influence the FAA regarding the supersonic aircraft proposed noise standards. Recommend to the StART Federal Policy Working Group to monitor the issue
- Learning about international noise standards as well as international efforts to instigate green aviation
- Learning about new ideas or proactive thinking internationally about noise reduction

#### **Tentative Next Meeting:**

October 12, 2020, 5:30pm – 7:30pm via video conference

## Appendix A

### Monthly Totals & Trends

**339**

Distinct Households

**13,934**

Comments

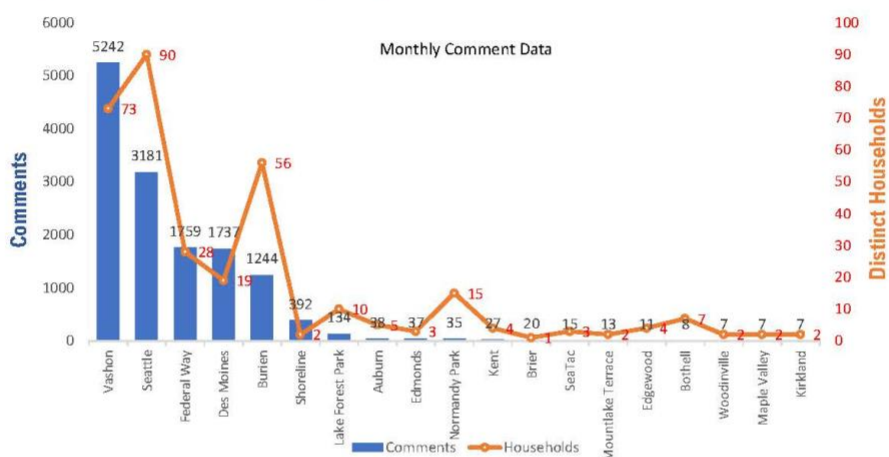
**114,160**

Comments YTD

**622**

Distinct Households YTD

### Monthly Totals & Trends: By City

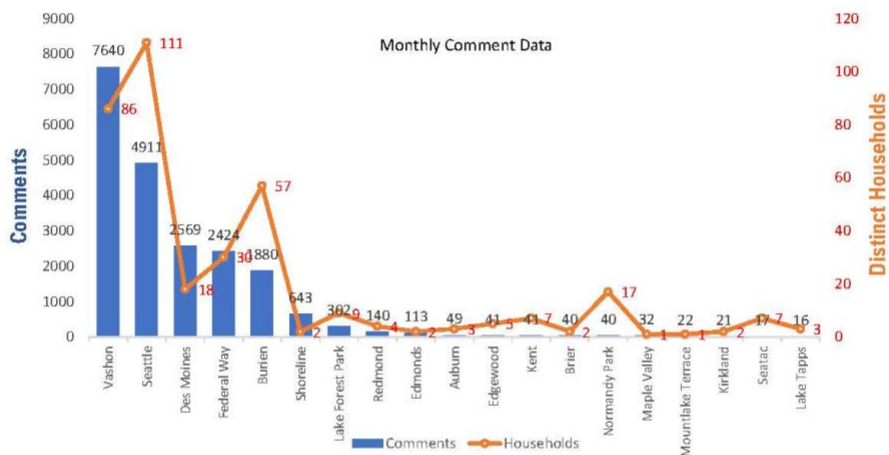


CITY	COMMENTS	DISTINCT HOUSEHOLDS	AVG COMMENTS/ HOUSEHOLD
Vashon	5,242	73	72
Seattle	3,181	90	35
Federal Way	1,759	28	63
Des Moines	1,737	19	91
Burien	1,244	56	22
Shoreline	392	2	196
Lake Forest Park	134	10	13
Auburn	38	5	8
Edmonds	37	3	12
Normandy Park	35	15	2
Kent	27	4	7
Brier	20	1	20
Sea Tac	15	3	5
Mountlake Terrace	13	2	7
Edgewood	11	4	3
Bothell	8	7	1
Kirkland	7	2	4
Maple Valley	7	2	4
Woodinville	7	2	4
Issaquah	6	1	6
OTHER	14	10	1
<b>Totals</b>	<b>13,934</b>	<b>339</b>	<b>41</b>

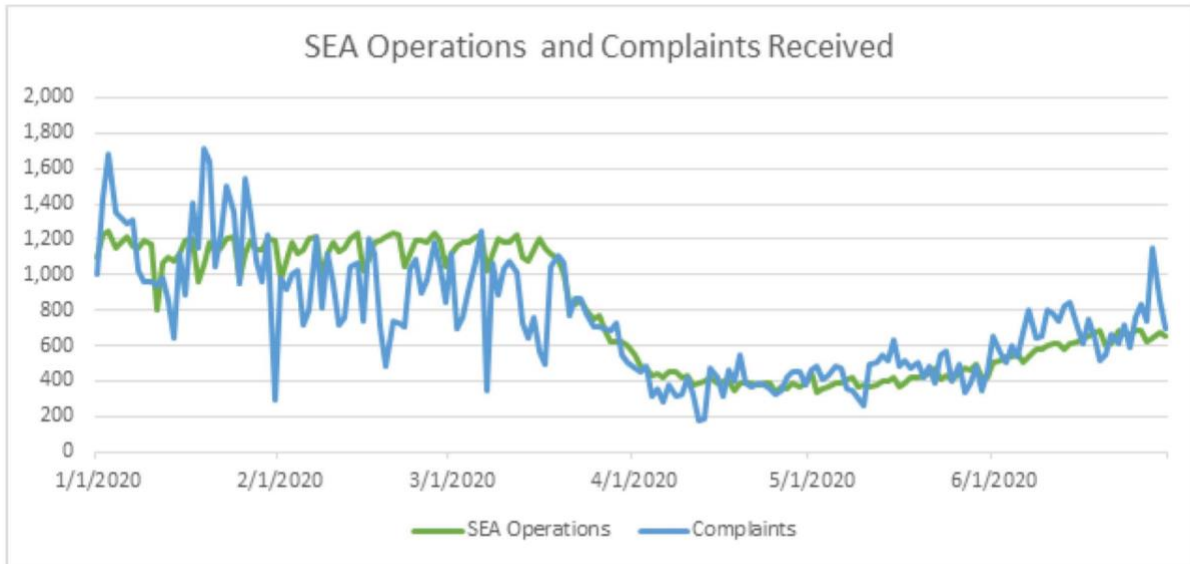
### Monthly Totals & Trends

**390** Distinct Households      **20,987** Comments      **135,147** Comments YTD      **706** Distinct Households YTD

### Monthly Totals & Trends: By City



CITY	COMMENTS	DISTINCT HOUSEHOLDS	AVG COMMENTS/ HOUSEHOLD
Vashon	7,640	86	89
Seattle	4,911	111	44
Des Moines	2,569	18	143
Federal Way	2,424	30	81
Burien	1,880	57	33
Shoreline	643	2	322
Lake Forest Park	302	9	34
Redmond	140	4	35
Edmonds	113	2	57
Auburn	49	3	16
Edgewood	41	5	8
Kent	41	7	6
Brier	40	2	20
Normandy Park	40	17	2
Maple Valley	32	1	32
Mountlake Terrace	22	1	22
Kirkland	21	2	11
Seatac	17	7	2
Lake Tapps	16	3	5
Tukwila	10	8	1
OTHER	36	15	2
<b>Totals</b>	<b>20,987</b>	<b>390</b>	<b>54</b>

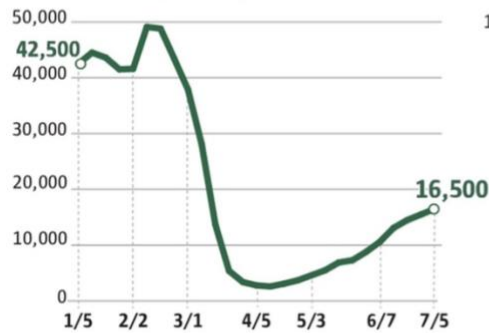


## Appendix B

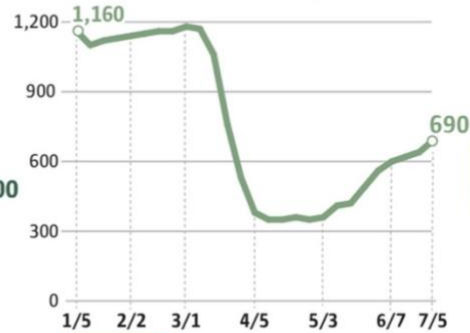
### SEA Reduced Activity for Summer 2020

Week's daily average, for Sunday through Saturday

#### TSA-screened passenger volume



#### Aircraft takeoffs and landings



SEA Seattle-Tacoma International Airport

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### SEA Reduced Activity for Summer 2020

SEA airport operations by day



Source: FAA OPSNET  
FAA ASPM

Prepared by Business Intelligence  
Contact: [BIteam@portseattle.org](mailto:BIteam@portseattle.org)

SEA Seattle-Tacoma International Airport

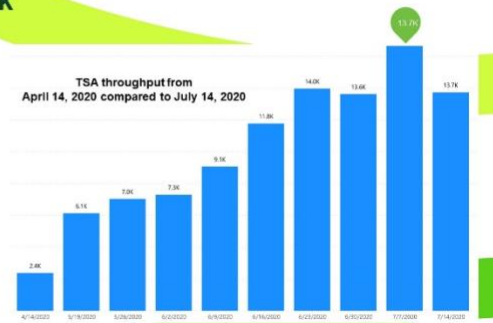
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#### Summer Earliest / Latest Flights

- A-Conc 05:00/ 00:59
- B-Conc 05:04/ 00:59
- C-Conc 04:54/ 00:07
- D-Conc 05:15/ 23:58
- NSAT 05:27/ 23:57
- SSAT 05:04/ 02:10

## Summer 2020 SEA Passenger Airline Activity Outlook

- YOY June passenger activity was down 78%
- International June passenger activity was down 95% YOY
- International flights continue to cancel into fall
  - EVA Air operating a reduced schedule (3x week) (777-300ER or 787-9)
  - Cathay Pacific canceled through end of September
  - Majority of foreign flag carriers have suspended service indefinitely until government travel restrictions are lifted



<https://bi-hub.portseattle.org/#/views/COVID-19FAADailyOperations/SEAdailyoperations?.iid=2>

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## YOY Load Factor Comparisons (airport wide)

Month	2019	2020
January	80.1%	80.4%
February	78.7%	84.1%
March	87.9%	39.3%
April	86.2%	14.6%
May	87.6%	40.9%
June	89.9%	53.7%



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